ORDINANCE 85 - 5

AN ORDINANCE REGULATING CURBS, SIDEWALKS, AND DRIVEWAYS

Be it ordained by the City Council of Dahlonega and It is hereby ordained by the authority thereof:

- A. Permits. It shall be unlawful for any person, firm or corporation to construct, reconstruct, alter, remove and/or replace any curb, curb and gutter, sidewalk, or driveway on public property within the City of Dahlonega without first having obtained a permit from the building inspector. All such construction', reconstruction, alteration, removal or replacement shall be under supervision of the city engineer and in accordance with the specifications hereinafter provided.
- (1) Plan; application. Before a permit shall be issued the abutting property owner or his duly authorized agent shall submit an application showing the location, design and layout of the proposed improvement.
- (2) Issuance of permit. When such written application and plan has been duly submitted and the fee hereinafter is paid, the building inspector shall issue a permit for such improvement5', provided the plan showing the location, design, layout and specification shall conform with the basic standards, specification, details and designs hereinafter made and provided; and, provided further, that said application has been approved by the city engineer.
- (3) Fee. A fee of five dollars shall be charged by the building inspector at the time any application for a permit as herein required is made for residential drives' or sidewalks per lot and five dollars for each commercial drive or sidewalk per lot, and such sum shall be paid into the general fund of the City of Dahlonega. Provided, however, where the general contractor constructs and pours his own drives or sidewalks provided for herein, there shall be no necessity for a separate permit fee for such purposes; provided further, however, the actual pouring for such drives or sidewalks shall be done at a time when the building inspector is making his regular inspection of the improvements being erected thereon.
- (4) Inner curbing. Whenever the term "inner curbing" is used in this article, it shall mean only that portion of the curbing required herein along driveways and sidewalks and not constituting the curb which borders and marks the margin of the street designated and constructed for vehicular traffic.
- B. Layout and design. The design, layout and plans for the construction, reconstruction, alteration, and/or replacement of all sidewalks, curbs, driveways, both private and commercial, shall conform and be constructed according to the design and layout, as described herein and as approved by the city engineer.
- (1) Driveway, nonresidential. Driveways for other than residential or dwelling house use shall be constructed of 3000 PSI Portland cement concrete at least six (6) inches in thickness.
- (2) Residential driveway, no sidewalk. On residential driveways where no sidewalk exists, a six (6) Inch thick concrete apron shall be constructed from the curb line three (3) feet in depth. Where sidewalks exist a six(6) Inch thick concrete apron shall be constructed to a point three (3) feet beyond the back edge of the sidewalk. Where no curb and/or gutter exists no concrete apron will be required.
- (3) Driveways, sidewalks. Where a driveway of any kind of material is constructed across the sidewalk space, it shall conform to the sidewalk grade as established by the city engineer.

- (4) Replacing sidewalks. Where a driveway of any kind of material is constructed across an existing sidewalk, said sidewalk shall be removed and replaced with Portland cement concrete for the full width of the driveway and for a distance of at least twelve (12) inches on both sides of said walk. This portion shall be not less than six (6) inches in thickness.
- (5) Driveway, concrete street. Where paving in the public street is of concrete and a concrete driveway is constructed, a one (1) inch bituminous premolded expansion joint shall be placed approximately three (3) feet from the edge of the said concrete paving and normal to the center line of the driveway.
- (6) Driveway, nonresidential; width. The width of the driveways for other than residential or dwelling house shall not exceed fifty (50) feet at the throat. Where two (2) or more adjoining driveways are provided for the same property, a safety island of not less than ten (10) feet at the outer or street side of the sidewalk shall be provided. Not more than two (2) such driveways shall be allowed to any one owner for any one piece of property on any one street for each one hundred (100) feet on continuous frontage thereof.
- (7) Residential driveway; width. The width of the driveways for residential or dwelling house shall be not less than nine (9) feet or more than twenty (20) feet at the throat except those residences or dwelling houses which are located on a major thoroughfare In which case the width of the driveway shall not be less than nine (9) feet or more than fourteen (14) feet at the throat.
- (8) Width of driveway at curb line. The width of the driveway opening at the curb line shall not exceed the width of the driveway at the throat plus twenty (20) feet, nor be less than the width of the driveway at the inner or property edge of the sidewalk plus ten (10) feet. In no instance should the radius be less than three (3) feet at curb corners, and this only when the driveway is flared, or more than ten (10) feet.
- (9) Driveways, grading. All driveways shall be so graded between the gutter and the sidewalk that it will not be necessary to materially change the established grade of either and will not elevate or depress any portion of either. No part of said driveway shall extend beyond the curb line in such a manner as to change the grade of said gutter or obstruct the free flow of water In said gutter. Where elevations or depressions are necessary in the parkway strip between the curb and walk, said parkway shall be graded on both sides of the driveway to a distance sufficient to create a gradual ascent or descent. The driveway shall be constructed in such a manner as to prevent water from the gutter entering the driveway.
- (10) Curb and gutter. Combined curb and gutter and separate curbing shall be entirely removed for the full width of the driveway opening at the curb line. If an existing joint in said curb is within five (5) feet of the end of the driveway opening, remove the existing curbing, etc. to said joint, otherwise cut said combined curb and gutter or separate curbing, making a neat edge at right angles to the edge of the pavement and vertical. Integral curbing, which is that type placed with the pavement and molded as an integral part of It, must be removed for the full depth from the top of curb to the bottom of the pavement. The edge must be cut as above described. No combined curb and gutter, straight curb or integral curb shall be removed within five (5) feet of a public crosswalk.
- (11) Residential driveway; gutter elevation. On a residential drive the grade of the drive at the property line or twelve (12) feet from the curb line, whichever is greater, shall not exceed 8 degrees from the gutter elevation. For uphill driveway, the change in grade in any ten (10) foot section shall not exceed twelve (12) percent and for downhill driveways the change in grade shall not exceed eight (8) percent in any ten (10) foot section.
- (12) Driveway across open ditch. When driveways cross open ditches In the parkways, culverts shall be installed. Said culverts shall be of such size and shall be constructed of

such material as determined by the city engineer, depending on the conditions existing. In no instances shall the size of opening be less than that obtained by a twelve (12) inch diameter pipe. The length of culvert shall be determined by the following method: For ditch depth of two (2) feet or less the culvert shall extend not less than five (5) feet beyond both edges of the driveway where it crosses the ditch. For each additional foot depth of ditch add two (2) feet to the above figure, except that no culvert shall be less than twenty (20) feet long and except that where headwalls are constructed at the ends of the culvert the length shall be determined by the city engineer.

- (13) Where existing catch basins or storm inlets are in the area of the proposed driveway said catch basins or inlets shall be relocated in accordance with instructions from the city engineer at the property owner's expense.
- C. All driveways constructed or reconstructed over, across or upon any public street or public parkway in the city shall be kept and maintained at all times in accordance with the provisions hereof by the persons so constructing, reconstructing or using the same as an adjunct or appurtenance to lands or properties Immediately adjacent thereto.
- (1) Property in corner of intersecting streets. On property situated at the corner of intersecting streets, sidewalks shall extend to the street curb line of the intersecting street. Sidewalks may be required on both the side and front streets when the need thereof for pedestrian traffic is apparent. No driveway entrances shall be permitted within twenty-five (25) feet of the street right-of-way line.
- (2) Sidewalks adjacent to off-street parking. Where sidewalks are to be adjacent to an off-street parking area, a concrete inner curb must be but it three (3) feet from property line to separate the parking area from the sidewalks. This inner curb must be at least (6) inches in width and extend a minimum of (6) inches above the driving surface and a minimum of six (6) inches below the driving surface. A permanent barrier or fence equivalent to this curb may be used in lieu of the concrete curb, after approval by the city engineer.
- (3) Construction of step or off-set. No step or off-set shall be constructed in any sidewalk outside property lines, except where certain conditions necessitate such step or off-set and then only at the instance of written instruction from the city engineer. Where such step or off-set is likely to occur, the contractor shall notify the city engineer before constructing same.
- (4) Backing into street from parked position. No driveway or curb cuts shall be permitted which will permit or encourage the backing of vehicles in such a manner as to back directly into a street from a parked position; except to facilitate residential units on a minor street where parking stalls may be provided as an open curb cut; providing that there is a sidewalk provided in front of the stall and this sidewalk runs parallel to the right-of-way for a minimum distance of one hundred (100) feet on either side of the stall except where the sidewalk reaches an intersecting street or driveway.
- D. At all times within the body of this ordinance where the term City Engineer is used, that term shall apply to such individual as may be designated by the City Manager of the City of Dahlonega to act as City Engineer. This individual may be the Building Inspector in some circumstances or such other person as may be so designated in the discretion of the City Manager for the particular work envisioned.

ORDAINED this 5 th day	y of <u>August</u> , 1985 by the	e Mayor and Council of the City of Dahlo	nega.
Jack Roberts. N	Mayor	ATTEST: Janet Jarrard, City Clerk	